

We understand there were only two cases of plague reported to the Police yesterday, and none to-day.

A steam fight, in which all the military stationed in the Colony were engaged, took place last night and to-day. A torpedo attack also took place last night.

On the 10th February there were seven P. and O. steamers in Colombo Harbour—Rosetta, Japan, Khidive, Chusan, Formosa, Rome, and Australia.

TRAVEL IN THE DOCKS.—At Kowloon—Princess Wilhelm, Sui Sang, Orono, Tai-les. Cosmopolitan—Martha, Salsoma Maru. Aberdeen—(none).

SHANGHAI will burlesque its own recent performance of *The Gondoliers*. The title of the burlesque, in which 'nothing will be suppressed that ought to have been omitted,' is *The Gondoliers*. It contains dialogue, topical songs, concerted pieces, choruses and dances. The burlesque is to be played in order to raise funds for the improvement and redecoration of the Lyceum Theatre.

On Thursday night another armed gang robbery was committed at Quarry Bay. About half-past seven o'clock, six men, four of whom were armed with revolvers, entered a match at Quarry Bay Point. Ten persons were in the match, and these were ordered to observe silence under the penalty of being shot. The thieves then ransacked the premises, but were successful in securing only \$50 in money. On the previous day \$300 were stored in the shed, but it fortunately happened that most of the money had been paid away. The victims were so alarmed that they did not give information to the Police until several hours after the occurrence. Had information been sent to the Police earlier, the gang would probably have been arrested on their return to town.

On Saturday last an audacious robbery was committed on board the German mail-boat *Princess Wilhelm*, which was lying in Kowloon Dock. A Chinaman was observed by several blue-jackets making off the side of the vessel with a length of piping. The fellow was secured and brought on deck. He resented a sound drubbing and was allowed to go, the piping being taken from him. A short time afterwards it was discovered that a number of fire bars and other articles were missing. A sampan was observed making off rapidly from the dock. A boat was quickly manned and went off in pursuit. After an exciting chase, the sampan pulled up at Blackhead's Point, and the occupants jumped ashore and made off as fast as their legs could carry them. The blue-jackets, however, secured the abandoned sampan, wherein was stowed the stolen articles, and towed it back to the man-of-war. No information was sent to the Police till about the middle of this week. The authorities advised that the sampan should be sent to the Water Police, which was accordingly done. Inquiries were instituted and the Police visited the shop of the master in Tsimshatsui. The master, however, had gone and had torn down his signboard before leaving. A search was made of the house when a number of boat licences were discovered. These are now in the hands of the Police. A number of coolies were arrested in connection with the affair, but the blue-jackets could not identify any of them as the thieves.

At a largely attended meeting of the Hongkong and China Branch of the British Medical Association, held last evening in Dr Jordan's Office, the subject of 'Infection in Bubonic Plague' was discussed. Dr Lawson introduced the discussion, promising that the sole cause of plague was the plague bacillus. He discussed at considerable length the methods by which infection may take place. He showed that there is a strong probability from clinical evidence, that certain discharges from a plague patient are infective, and that the main multiplication of the poison takes place in the human body and in the floors of filthy houses and underground channels reached by the lower animals. He further showed that the air of infected houses owes its infective properties to the dust stirred up or lying on the floor, and that the atmosphere only carries it when in a very concentrated form. Personal intercourse along the lines of travel, he said, is an absolute essential for the spread of the disease. He urged that the only treatment for the plague-infected localities is the prodigious use of huge quantities of lime, carbolic acid, and chlorine, and that this should, if necessary, be served out free to the community in the poorer districts. The free use of chlorine when cleaning out the houses would, in his opinion, put the present uninfected houses in a fair way to resist the infection. The other speakers in the main agreed with Dr Lawson's position. It was emphasized that the dust of the houses is more dangerous than actual contact with the person, and that prolonged breathing of an infected atmosphere was the most common source of infection. Several of the speakers dwelt on the similarity between the dissemination of plague and the spread of typhus.

Our 'Popular' Piano, handsome, full-toned, strong, guaranteed, \$325/385.—W. Robinson & Co.

'FRAGRANT WATERS' MURMUR. That although but little business of importance was transacted at the meeting of the Legislative Council last Tuesday, enough took place to show that the Honourable Thomas Whitehead was in fine fighting form, fully up to his old standard and still possessed of that disagreeable characteristic of 'wanting to know, you know.'

That I predict nothing, but it would not astonish me if the Honourable member for the Chamber of Commerce has some unpleasant little surprise in store for the Government before long. We shall see.

That a week or two ago I murmured to the effect that the main reliance of the community in the hour of need was upon the above-named energetic Member of Council, and subsequent events have amply justified that remark.

That all I can say is, that if Mr. H. J. H. Government exists in the case of Sir Thomas Whitehead, it is in due time to recognise in a fitting manner the manifold services rendered to this Colony by the Honourable Thomas Whitehead.

That a precedent for such action on the part of H. M. Government exists in the case of Sir Thomas Sutherland.

That the remarks of the Acting Colonial Treasurer, sent the proposed road round Mount Kellett, and the very sensible suggestion as to the dealing with monies paid into the Supreme Court, were singularly ill-timed and un-called for.

That this capable official has many good qualities, that he is a ripe scholar, and that although an official his mind does not run in an official groove, everybody who knows him will admit.

That, all the same, a little more deferential attitude on his part towards the rate-payers would not be out of place.

That the outbreak amongst the Dairy Farm cattle is a very serious affair, which calls for most decisive action on the part of somebody.

That the absence on leave of Mr. O. Vivian Ladd, our only Vet., is unfortunate, but all the same, I cannot see why that gentleman's leave should be curtailed.

That it would be an advantage to the Dairy Farm Company if they could secure the services of Mr. Ladd on his return to the Colony, allowing the Government the privilege of consulting him occasionally.

That the Company is fortunate in having such a strong and representative body of directors, and that they are not likely to star in their own juice, as the saying goes.

That these gentlemen are fully able to cope with the unfortunate state of affairs now prevailing, and that they will eventually wipe the ship into smooth waters in a foregone conclusion.

That I noticed the other day that a large consignment of condensed milk of the celebrated 'milk-maid' brand had arrived in the Colony, and no doubt this will be eagerly snapped up.

That a good deal of rubbish has lately been written about Directors' fees.

That the writers of these anonymous diatribes, who shelter themselves under the convenient obscurity of 'Shareholder,' 'The man in the moon,' and such like signatures, and sneer at the general body of directors as a pack of rogues for not attending meetings and expressing their (the writers') opinions, lose sight of the fact that they could themselves attend the meetings and boldly express their own views.

That persons, in spite of the boasted independence of these writers, such a course might not be without its little inconveniences.

That just now catstaps are at a premium.

That Mr. Goschen's remarks, telegraphed by the other day, have the right ring in them.

That it struck me as peculiar that while Canada and the Australian Colonies have been wiring messages of loyalty and approval to Lord Salisbury, this Colony has remained silent.

That an expression of approval from Hongkong should be sent to the Chamber of Commerce by the Home Government, and it may not yet be too late to remedy the omission.

That if the cost of the telegram weighed with H.E. the Governor, the expense might be defrayed by the Chamber of Commerce or by the public.

That I am glad to see the Governor has made a sort of promise the new road would and should be made, and that the estimate is now \$16,000, instead of \$28,000.

That there ought to be another explanatory Memoire on the subject from the Hon. Director of the E.W.D.

That the local architects will all tell you that you cannot build a wall round Mr. Cooper.

That I admit this operation is pretty tough, but when a coach and four can be driven through an Act of Parliament, I would be inclined to back Mr. Ede in any tussle that might be rendered necessary.

That the thinking members of the community cannot but regret the position the Governor has apparently assumed re the Sanitary Board.

That he said he might, and now he has, decided to appoint, on holding it, an official body with an official seal.

That the officials, or, rather, the officials have been too many for His Excellency's grip of things.

That when the exigency comes, it may be too late, and I am much afraid the Head of the Executive has not kept a run of the events of the last few years.

That it is a fortunate circumstance the only unofficial did remain on the Board, because he has undoubtedly acted as a check upon what I may describe as otherwise ungoverned officialism.

That the manner of his treatment is only a new proof to us of the opinion apparently held by Mr. Cooper concerning the Hongkong community as a body—namely, that we know nothing, and that Providence in some mysterious way has sent Mr. F. A. C. & Co. to teach us.

That it is a good pity such ideas should be suggested, but unless we admit that we are all ignorant ninnyes, and that the great Director Cooper is the devoted under whose mighty limbs we cringe and crouch, no other explanation of the situation can be afforded.

That it would be well to know, once for all, if the Hon. Francis A. Cooper is paid for floating and for governing this Colony.

That the hon. members are all in favour of this view at present, and I therefore expect the Senior Official Member of Council (or some one else) to move for an increase of Mr. Cooper's salary for the extra work.

That of course the salary of the Governor would have to be decreased in proportion.

That Captain Hastings will now be qualified to claim the title of Director of the Dairy Goods Department.

That in saving the Colony from dangers of that kind, Captain Hastings is looked upon as a very 'safe' man.

That the carcases of the Dairy Farm could not be got rid of without his assistance, and this fact recalls the excellent work he performed during the Plague crisis in 1894.

That the general feeling seems to be that anything which Capt. Hastings goes to do is done promptly, thoroughly and satisfactorily.

That our new Chief Justice, Dr. Carrington, appears to have earned a reputation at Donemara for the large amount of absence on leave he has enjoyed.

That the Judge is coming to a Colony where the leave-taking propensity is not altogether unknown.

That Dr. Carrington has at least earned the good-will of those amongst whom he has laboured for many years, and we in Hongkong will join in giving him a cordial welcome when he comes.

That everyone agrees in Donemara that he has distinguished himself for his 'uprightness, courtesy and honesty,' all good points in a Judge.

BROWNIE.
REUTERS' TELEGRAMS.
[SUPPLIED TO THE 'CHINA MAIL']

LONDON, March 12, 1896.
THE VENEZUELAN QUESTION.
It is believed in Washington that a peaceful settlement of the Venezuelan question is in sight. The attitude of Venezuela is more conciliatory.

REWARDS FOR THE ASHANTI EXPEDITION.
The troops engaged in the Ashanti expedition will receive a donation of a month's pay.

AUSTRIA, GREAT BRITAIN AND GERMANY.
The Emperor of Austria will prolong his stay in the Riviera in order to visit Queen Victoria upon her arrival there. It is reported that the reason for doing so is that he is desirous of promoting a reconciliation between Great Britain and Germany.

THE WAR IN AFRICA.
King Menelik is advancing slowly towards Addis Ababa, and two British forces are advancing on Kassa.

THE ADMINISTRATION OF RHODESIA.
Mr. Chamberlain has appointed Sir Richard Mervin, Commandant-General of Bechuanaland and Rhodesia, and Deputy Commissioner of South Africa. This is regarded as a serious curtailment of the privileges of the Chartered Company.

ANGLO-GERMAN CHINESE LOAN.
The Times states that the preliminary contract for the Anglo-German loan has been signed in Peking.

TURKEY AND RUSSIA.
The Sultan has conferred the Order of the Medjidie on the Russian Ambassador in Constantinople. This is regarded as a compliment to the Russo-Turkish agreement.

THE TRANSVAAL (?)
Mr. Chamberlain has received no reply to his despatch of the 4th February.

A CORRECTION.
N.B.—In telegrams of 10th and 12th inst. read headings 'Austria and Germany' in place of Russia and Germany.

ITALY AND AFRICA.
The Italian Chamber applauded the intimation of Signor Crispi's resignation. Alarming demonstrations have taken place in Rome, and the general feeling throughout the whole of Italy is against the continuance of the war in Africa.

Mr. Yamashita Reizo, a noted actor residing at Kibokicho, Tokyo, has obtained permission to raise the cruiser *Kato* (late *Ikawagon*) which recently foundered in Formosan waters.

The population of Yokohama at the end of December last was 129,204, of whom 73,853 were permanent and 105,345 temporary residents, their houses numbering 39,124.

The gratuity for the troops engaged in the Chitral campaign has been fixed at Rs. 24 per share for British and Rs. 12 for Native troops. The usual allotment according to rank has been made from the Lieutenant General Commanding, who receives 253 shares, downwards. The gratuity is to be granted to all troops and followers of the Imperial Service troops and of the Ghilji troops who were engaged to August 15th. Troops in the Reserve Brigade, which did not cross the frontier, are not included.—*Rangoon Gazette.*

A movement has been set on foot for the raising of a memorial to the officers and men (both British and Native) who lost their lives in action or by illness during the late campaign in Chitral. The proposed memorial should take the form of something similar to that of the Mackinnon Monument at Peshawar and it should be erected on some conspicuous site at Nowshera which was the official base of operations. A Committee is being formed to carry out the proposal and to receive subscriptions.—*Rangoon Gazette.*

W. ROBINSON & Co. have 180 Pianos for hire on Monthly Payments, also Pianos retained from hire cheap.

ELECTRIC TRAMWAY FOR SHANGHAI.
A correspondent writes as follows in the N.-O. Daily News of the 10th March:—

At the Ratepayers' meeting to-morrow a resolution is to be submitted, to the effect of constructing Tramways in the Settlement of Shanghai to be granted to a certain syndicate. Before giving away this right it is necessary to consider the compensation proposed.

According to the scheme put forward some months since, the estimated gross earnings were put down at \$2,000,000 annually, which would be \$5,478 daily or 103,660 pence at 5 cents each. Of these earnings the Council are promised during the first five years a percentage, which upon those earnings would return \$5,000 per annum; for the next five years on the same basis \$10,000, and afterwards a maximum of \$17,000 to \$20,000. By the Council's Report just issued, the license fees on jinrickshas and wheelbarrows amounted in 1895 to \$16,516,22, say \$72,600, and this source of revenue would not doubt be seriously reduced if the anticipated earnings of the tramway were realized, but it is very questionable if the earnings would be so great. There is always the chance of the undertaking proving a total failure and in such case our position would be a bad one.

The proposed Council would not doubt be one with limited liability, and in such an event, a few tons of old rails and some old cars would represent the Company's property. The report of the electric light shows how successful it has been since it has been under the control of the Council, and any other undertaking would not doubt be equally well managed, therefore, if it be decided that Tramways are a necessity in Shanghai, it would be more satisfactory if they were worked by the Council. The necessary funds could not doubt be easily raised in Shanghai by debentures at a moderate rate of interest. In our country, Tramways are desirable in Shanghai, however useful or necessary they have proved in large towns with an American or European population.

THE NEW HEALTH OFFICER AT SHANGHAI.
Shanghai, March 10.

On page 5 of the Budget, which is to be submitted to the ratepayers to-day, it is mentioned that 'arrangements are now being made for the appointment of a Municipal Engineer and Health Officer.' This is a step which cannot but meet with the full approval of the ratepayers, and with the feeling that the Council can offer them as secure a fully qualified and experienced sanitary engineer, and the most recent sanitary knowledge. It is obviously most desirable that the gentleman to be engaged should be entirely independent, free from any outside influence, and the exclusive servant of the community. It is to be hoped that the Council will see to it that the gentleman to be engaged has been made to get him out through and in connection with an existing firm of medical men in Shanghai. It is difficult to see any necessity for this, which seems to be a great mistake as it would be to engage a man who would be bound to engage a firm of medical men to do his work for him. It is not too late to cancel the arrangements which the Council say 'are being made,' and have the new Health Officer engaged by and for the Council directly, and without any unnecessary outside intervention; so that when he comes to the Council, he will be a firm of individual.—*N.-O. Daily News.*

AN OVERDUE STRAITS STEAMER.
It is rumored in town that the s.s. *Teres*, Capt. Slight, is several days overdue. The vessel was put under the care of the s.s. *Admiral* on Feb. 20th for Macassar Straits. She left Belalong on the 27th for Macassar via Ampoen, a thirty hours' voyage and she has not arrived yet at Macassar. That would make her seven days overdue.

Her agent here reported that a firm was to look for her. On enquiring of the Agents here they knew of nothing wrong with the *Teres*, and said that the *Admiral* had not gone to look for her. The vessel might easily have taken extra cargo for one port or another, and it was nothing new for a vessel to be delayed on the coast for a day or two more, or less. At the same time we believe the information contained in the first part of this paragraph has some basis; it is at all events believed by interested parties.

The Rev. G. M. Reith is a passenger on the *Teres*, and was put under the care of the s.s. *Admiral* on Feb. 20th for Macassar Straits. He is a member of the *Admiral* and is an account of the voyage of the vessel.

A break-down of the machinery would easily account for a prolonged absence, especially if no means of towing the *Teres*, was at hand. And again it is suggested that the absence of a lady, a large tree on the coast, and the fact that the vessel has not gone to look for her, may have led to her running ashore in the strong tides that prevail thereabouts.—*Singapore Free Press.*

We hear privately from Calcutta that there is a strong rumor in official circles that the Government of India have at last decided to proceed with the manufacture on an experimental scale of cordite in this country. It is added that the despatch of the *Admiral* to the coast of India has either gone home or shortly will go.—*Rangoon Gazette.*

Professor Shild Nicholson's 'Treatise on Money' (A. & C. Black) is a valuable contribution to the science of finance, and is well worth a perusal. It is a book which should be in the hands of every student of finance, and is well worth a perusal. It is a book which should be in the hands of every student of finance, and is well worth a perusal.

The Standard says that Michael Davitt has been soundly and has declined to accept the chairmanship of the Irish party. It is rumored that the Government Commission reports that the Government have overtaxed the country with over £2,000,000.

In the debate on the Address, John Redwood (Farnham) rebuked the Marquis of Salisbury's declaration that home rule was dead, and he wanted to know what was the present attitude of the Liberal leaders towards home rule. He said that he was in alliance with the Nationalists and what were the terms of the alliance. Gerald Balfour, Chief Secretary for Ireland, said that the attitude of the Government towards home rule would be determined by what they believed to be the interests of the country, and that no consideration of difficulty or danger abroad or in the colonies would for a moment induce the Government to depart from the attitude they had taken on the question.

NEW ASSOCIATES OF THE R.A.
London, February 12.—The Royal Academy has elected two new associates, the English artist, J. Solomon Solomon, and the well-known American artist, Edwin A. Abbey, who has resided in England a number of years.

GRATE TIME IN QUARTER.
New York, February 12.—A great fire raged in Glasgow, Scotland, to-day, beginning at 1 o'clock in the afternoon. When the firemen and soldiers, who were hurriedly ordered out to help them, finally brought it under control, thousands of pan-stricken persons were transverse in the streets and many lay dead in morgues. Property valued nearly \$2,000,000 had been destroyed, including the noble Cathedral and the convent which adjoined it.

BAIKING COMMERCE—THE PROPOSED INTERNATIONAL TARIFF.
London, February 12.—It is believed that the association of Sir Charles Tupper to the Ministry will lead Canada to make peace

NEWS BY THE AMERICAN MAIL.
YAKU PANGLOSS REVEALS CHINA.

The schooner *Aida*, twenty-six days from Shanghai, arrived to-night, having made the best passage across the Pacific ocean on record in a sailing vessel.

REMARKS OF THE STRATHVENIA.
Tacoma, February 9.—The steamship *Strathvenia* was released from the hands of the United States Court Saturday upon the giving of bonds amounting to \$175,000, \$100,000 being given in favor of the steamship *Minced* and \$75,000 in favor of the *Strathvenia*. The bondsmen are Burrell & Son of Glasgow, owners of the *Strathvenia*. The bond was furnished through Captain Pattie before United States Commissioner Whelan, who approved it and ordered the ship released from custody of the United States Marshal.

THE 'EDGAR' & THE 'OLYMPIA.'
Washington, February 9.—Considerable interest is manifested in naval circles over the reported recent performance of the British cruiser *Edgar* in Japanese waters in making a rapid trip from Yokohama to Hongkong. This speed trial is looked upon as having been ordered through the intervention of English shipbuilders for the purpose of impressing the Japanese Government with the actual performance of a British-built ship of the best class, and thus aiding English firms in getting the Japanese navy to be let for more vessels for Japan's navy.

American naval officers agree that it lies within the power of the Secretary of the Navy to order the *Olympia* to accomplish a similar run, and owing to the great speed of the San Francisco-built ship, to cause the British to wish they had held the *Edgar* down to cruising speed and not tempt fate.

'I have not considered the matter yet,' said Secretary Herbert this evening, 'and so cannot give any information concerning the *Olympia*'s plans. She is certainly a fine ship, though, and could undoubtedly more than equal the record of the *Edgar* under the same conditions of bottom, tide and wind.

The run made by the *Edgar* was approximately 440 miles and was done in about twenty-one hours, at an average speed of 19.8 knots, according to reports. Now, the *Olympia* is a superior ship in nearly every respect except displacement, which would in this instance be a factor in her favor.

The *Edgar* is of 7350 tons and 13,500 horse-power, while the *Olympia* is but 5890 tons with 13,500 horse-power. The result is that while the *Edgar* made at her best 20.5 knots on her trial spin, the *Olympia* on hers averaged 21.39 knots for four hours. There is always an element of luck in operating marine engines, but with the same factors as the *Edgar* had there seems to be no reason why the American ship could not equal the British ship's run with an hour or two to spare.—*London Mail.*

THE 'OCEANIC' HELD LIAISON.
The United States Court of Appeals yesterday affirmed the decision of District Judge Morrow in the case of Henry Smith et al. and Eliza A. Smith against the Oceanic and Great Western Steamship Company for damages caused by loss of life in the collision between the steamships *Oceanic* and *City of Chester* in San Francisco harbor in 1893, in which the latter was sunk. Henry Smith and his daughter, Myra, were among the passengers of the *City of Chester* when it was wrecked, and the steamship company was ordered to pay damages to the survivors of the *City of Chester* in the sum of \$11,000. The steamship company appealed, but Judge Morrow has been sustained.

PRESENTS FROM THE MILD.
Chicago, February 10.—Priceless tapestries and beautiful vases, selected from the private collection of the late Japanese Majesty, the Mikado, constituting the offering of friendship and esteem which the Oriental sovereign has sent through his Minister, to Mrs. Walter G. Greenham, widow of the late Secretary of State.

STOLEN FROM THE MILD.
Philadelphia, February 10.—It is announced that 12,000 tons of sugar are now en route on the way to this port from Alexandria, Egypt. These cargoes are on board of British tramp steamers and are due here about March 1st. The importation of large quantities of Egyptian sugar is a new thing, made necessary through the apprehensions shown by the British Government, and the fact that the British Government has decided to operate in friendly terms, but absolutely declined to give Mr. Sexton a blank check.

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definite offer of preferential trade with the mother country. It is probable that the similar governments of Australia will make a similar offer. The recent turn of foreign affairs, especially regarding Germany and America, has given much popular impetus to this movement.

THE TRANSVAAL.
London, February 12.—The *Daily Telegraph* will to-morrow publish a Berlin dispatch, which says that leading persons there are in possession of convincing evidence that the Jameson raid was wholly insignificant and the expedition by Sir Hercules Robinson formerly German subjects without the knowledge of the South Africa Company.

The Blue Book upon the Transvaal was issued to-day. It shows the promptness with which the Secretary of State for the Colonies, the Governor of Cape Colony, Sir Hercules Robinson, to neglect no measure to prevent trouble. The British agent at Pretoria, the Blue Book demonstrates, telegraphed on December 31st that in consequence of Dr. Jameson's invasion with the British flag flying President Kruger had asked for the intervention of Germany and France. On the same day Chamberlain called Governor Robinson to represent to Cecil Rhodes, that Jameson had been guilty of filibustering, and that if it was proved that the Chartered Company was privy to his actions, the Government would be confronted with a demand for the revocation of its charter, and in any case the company would have to pay an indemnity.

Chamberlain said he could see no need that Rhodes should resign the Premiership. Chamberlain telegraphed Governor Robinson that there was a possibility that Kruger might be induced to rely upon the support of a foreign power in resisting the granting of reforms or in making demands on Great Britain. Continuing, Chamberlain said: 'I beg to inform you that Great Britain will resist at all cost interference by any foreign power. The mere suggestion of the interference has been met in Great Britain by a unanimous outbreak of public feeling. The Government has no reason at present to anticipate a conflict of interests with foreign powers, but Great Britain will not tolerate any change in her relations with the Transvaal. While she will loyally respect its independence on the subject of conventions, she will maintain her position as the paramount power.'

Berlin, Feb. 12.—The White Book was issued to-day. The Transvaal development, the White Book concludes with a dispatch from Baron von Bismarck to Count von Hatzfeldt-Wildenburg, protesting against the statement by the English press that the Emperor's telegram to President Kruger was an act of hostility to Great Britain or an encroachment on British rights.

FRIENDLY TOWARD BRITONS.
New York, February 13.—A dispatch to the *Herald* from Cairo, Egypt, says: As evidencing the feeling in Egypt concerning British occupation, it is admitted that there has been a decided change of opinion almost to a panic for the last three days. The consequence of rumors pointing to an evacuation of the country by the English. Lord Cromer, the English Minister, states positively that no alteration will take place. With individual exceptions, all nationalities desire the retention of British rule.

DOWN BY THE 'PAKES.'
Southampton, February 13.—While the American line steamer *Paris*, from New York, was docking this morning, she came into collision with the steamer *Majesty*, belonging to the Isle of Wight. The *Majesty* was sunk, but all her crew were saved.

AMERICAN FALLS OF CHESAPEAKE DAMMED BY ICE.
Niagara Falls (N. Y.), February 13.—For the first time in half a century the American falls practically ran dry to-day. By the formation of an ice bridge, or dam, extending from the Canadian shore to the American bank, about half way across the river, the water was almost entirely diverted to the Canadian falls. This morning it was possible for a time for a man with a plank to walk from the mainland to Goat Island without wetting his feet.

THE NORTH POLE.—LATEST NEWS FROM SIBERIA.
St. Petersburg, February 13.—A telegram received to-day from Irkutsk, Siberia, says a Siberian trader named Kucherskiy, agent of Dr. Nansen, has received information that Nansen has reached the North Pole, found land there, and is returning toward civilization. The news from Dr. Nansen was received there from the mouth of the Lena river.

London, February 13.—It is pointed out here that if the news of Dr. Nansen's returning from the North Pole turns out to be correct it indicates that the explorer has made his way back from New Siberia and that the Arctic region, and is now on his way back to civilization. The agent of Nansen who has received the information that the explorer has found the pole and is returning is Dr. Nansen's dog supplier. He resides near the mouth of the Lena river. People in that locality frequently visit to New Siberia, and as the explorer has been brought the news of the discovery.

New York, February 13.—The *Sun*'s London cable says: All whose opinions are of any value strongly discredit the report from Irkutsk that Nansen has discovered the North Pole. Clement B. Markham, president of the Royal Geographical Society, treats the story as an amusing anecdote, saying that Nansen had been able to send a messenger he would have come himself or at all events would have sent some message to his agents and friends. Scott Kelly, Dr. Nansen's London agent, says: 'I should have been very glad to receive a message from him if the news were true. Rumors of a similar kind and from similar sources have reached this country more than once before. If the story were true it would indicate that Nansen had not accomplished his object in the way he intended, which was to discover the pole and return to civilization on the other side. According to this report, he must have returned the same way he went.'

New York, February 13.—The *Sun* says: Colonel Gilder, the Arctic explorer, who now makes his home in Newark, when asked what he thought of the report that Dr. N

To Let.

5 ROOMED BUNGALOW 'RIEDA,'
BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.
Hongkong, January 25, 1896. 201

N. O. 3, WEST VILLAS.
Apply to
G. C. ANDERSON.
Hongkong, December 4, 1895. 2264

TO LET.
1ST FLOOR of No. 12, QUEEN'S ROAD
CENTRAL, suitable for OFFICES or
DWELLING ROOMS.
No. 2, DUNDAS STREET, suitable for
OFFICES or DWELLING ROOMS.
Apply to
Linstead & Davis.
Hongkong, November 30, 1895. 2223

TO LET.
N. O. 1, ALBANY, just above the Public
Gardens.
And
WESTBOURNE VILLA, NORTH.
Apply to
Linstead & Davis.
Hongkong, March 10, 1896. 561

TO LET.
'LARKSPUR,' UPPER RICHMOND ROAD.
Seven Rooms and Tennis Lawn.
Apply to
Mr. L. SIMON,
Banque de l'Indo-Chine.
Hongkong, November 5, 1895. 2069

TO LET.
DWELLING HOUSES—
HOUSES IN RUON TERRACE.
No. 17, LYNDHURST TERRACE.
RICHMOND HOUSE, ROBINSON
ROAD—FURNISHED OR UNFURNISHED.
No. 6 VICTORIA VIEW, Kow-
loon.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, March 10, 1896. 233

Shipping.

Steamers.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.
UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.
STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Tosca, Captain F. COSOVICH,
will leave for the above
places on TUESDAY, the 17th Instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, March 10, 1896. 550

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Tosca, Captain HANNAH, will be
despatched as above on
WEDNESDAY, the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 439

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Tosca, Captain HANNAH, will be
despatched as above on
WEDNESDAY, the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 593

RICKMERS REGULAR LINE OF
STEAMERS.
FOR MARSEILLES, BREMEN AND
HAMBURG.
The Co.'s Steamship
Dorothea Rickmers, Captain PAPE, will be
despatched as above on
WEDNESDAY, the 26th Instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, March 5, 1896. 509

SHELL LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Co.'s Steamship
Telena, Captain J. G. SCOTT, will be
despatched as above on
WEDNESDAY, the 26th Instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, March 7, 1896. 526

FOR SINGAPORE, HAVRE AND
HAMBURG.
(Calling at NAPLES for Landing Passengers
if sufficient inducement offers).
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN).
The Steamship
Friga, Captain J. J. JONES, will be
despatched for the above
Ports on or about the 25th Instant.
This Steamer has superior Accommoda-
tion for First and Second Class Passengers,
and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIMPSON & Co.,
Agents.
Hongkong, March 5, 1896. 608

Shipping.

Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR AMOY, SINGAPORE, BATAVIA,
SAMARANG AND SOERABAYA.
The Steamship
Hupah, Captain QUATT, will be
despatched TO-MOR-
ROW, the 15th Instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 14, 1896. 604

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
(Taking Cargo at through rates for NINGPO,
CHEFOO, TIENTSIN, HANKOW
and Ports on the YANGTSE).
The Co.'s Steamship
Mancous, Captain TOWELL, will be
despatched as above TO-
MORROW, the 15th Instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 14, 1896. 563

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR KOBE.
The Chartered Steamship
Quango, Captain HAWKINS, will be
despatched for the above
Port on SUNDAY, the 15th Instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, March 12, 1896. 566

BEN LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
The Steamship
Benderly, Captain WALLACE, will be
despatched as above on
SUNDAY, the 15th Instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, March 12, 1896. 567

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
The Steamship
Gairloch, Captain MCARTHUR, will be
despatched for the above
Ports on or about 15th Instant.
This well-known steamer is specially fit-
ted for Passengers and has a Refrigerating
Chamber which ensures the supply of Fresh
Meat, Tea, etc. throughout the voyage. A
daily-qualified Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, March 3, 1896. 494

FOR NEW YORK VIA SUEZ CANAL.
(Following the S.S. Falgouta Hall).
The Steamship
Queen Olga, Captain HANNAH, will be
despatched for the above
Port on or about 15th March.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 25, 1896. 449

MOGUL LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Ghazee, Captain BAILEY, will be
despatched for the above
Port at Noon, on TUESDAY, the 17th
March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 5, 1896. 507

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
On Tuesday, the 17th March.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship
Chittagong will be despatched hence
for HONOLULU, VIC-
TORIA, B.C., and PORTLAND, ORE-
GON, via KOBE and YOKOHAMA, on
TUESDAY, the 17th Instant.
Consular Invoice of Goods for United
States Ports should be in Quodruplicate, and
one Copy must be sent forward by the
Steamer to the care of the General
Freight Agent, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, March 12, 1896. 441

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
The Co.'s Steamship
Tosa-Maru will be despatched as
above on or about the
20th Instant.
To be followed by a steamer leaving
Japan monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, March 9, 1896. 599

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship
Lighting, Captain J. G. SPENCER, will be
despatched for the above
Ports on TUESDAY, the 17th Inst.,
at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, March 11, 1896. 655

CHINA NAVIGATION COMPANY,
LIMITED.
FOR CHEFOO, TIENTSIN AND
NEWBOWANG.
The Steamship
Kansu, Captain SOMMERVILLE, will be
despatched on FRI-
DAY, the 20th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 665

GLEN LINE OF STEAM PACKETS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Glenartney, Captain GIBBY, will be
despatched as above on
or about THURSDAY, the 2nd April.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, March 12, 1896. 570

Sailing Vessels.

FOR SAN FRANCISCO.
The 103 A.T. British Ship
Droicid Castle, Captain
Ferguson, Master, will load
here for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, December 5, 1895. 2277

FOR SAN FRANCISCO.
The 190 A.T. British Ship
Queen Elizabeth, Captain
Fulton, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, February 18, 1896. 388

FOR SAN FRANCISCO.
The American Barque
Coloma, Captain
Noyes, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, March 3, 1896. 480

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTI-
NENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain
G. K. WRIGHT, R.N.R., carrying
Her Majesty's Mails, will be despatched
from this for BOMBAY, &c., on THUR-
SDAY, the 28th March, at Noon, taking
Passengers and Cargo for the above Ports.
(This Steamer connects at Bombay with
the S.S. AUSTRALIA, leaving that
port on the 18th APRIL for LONDON
Direct).
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.
Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.
For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, March 13, 1896. 578

JAVA-CHINA-JAPAN LINE OF
STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COM-
PANY OF NETHERLANDS
INDIA.
PROPOSED SAILINGS.
(Subject to Alterations).
Java-Hongkong-Yokohama-Kobe-Amoy
-Hongkong-Singapore-Java.
FROM HONGKONG
TO JAVA.
S.S. Germania, March 18.
S.S. Cassius, April 1.
S.S. Cassius, May 1.
TO JAPAN.
S.S. Germania, April 1.
S.S. Cassius, May 1.
S.S. Cassius, June 1.
General Agents for China & Japan
LAUS, WEGENER & Co.,
Agents.
Hongkong, February 29, 1896. 438

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Tosca (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Saturday, Mar 21, at noon.
Doric (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Wednesday, April 8, at noon.

THE Steamship GAELIC will be
despatched for SAN FRANCISCO,
via NAAGASAKI, KOBE, INLAND SEA,
YOKOHAMA and HONOLULU, on
SATURDAY, the 21st March, at Noon,
connection being made at Yokohama with
Steamers from Shanghai.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.
Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passengers who have paid full fare, re-
turning at (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Consular Invoice to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Dongkong, March 11, 1896. 511

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, Mar. 31, at noon.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Thursday, April 16, at noon.
Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Sunday, May 3, at daylight.

THE U. S. Mail Steamship CITY
OF PEKING will be despatched for
SAN FRANCISCO, via NAAGASAKI,
KOBE, INLAND SEA and YOKOHAMA,
on TUESDAY, the 31st March, at Noon,
and will call at HONOLULU en route for Japan,
the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained upon applica-
tion.
Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the ROUTE OF THE PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.
Passengers holding orders FOR OVER-
LAND TRAVEL in the United States have
the choice of the ROUTE OF THE PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER AND RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
line is required.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
Cuba, and to ports in Mexico.
Consular Invoice of Goods for United
States Ports should be in Quodruplicate, and
one Copy must be sent forward by the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Dongkong, March 11, 1896. 511

Mails.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS OF THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
ALBANY & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
Subject to Alteration.
Preussen..... Tuesday | March 31.
Sachsen..... Tuesday | April 23.
Karlsruhe..... Tuesday | May 26.
Prinz Heinrich..... Tuesday | June 23.
Preussen..... Tuesday | July 21.
Sachsen..... Tuesday | August 18.
Karlsruhe..... Tuesday | September 15.
Prinz Heinrich..... Tuesday | October 13.
Preussen..... Tuesday | November 10.

ON TUESDAY, the 31st day of March,
1896, at 9 a.m., the Company's
S.S. PREUSSEN, Captain HAGEMANN,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.
Shipping Orders will be granted till
Noon, on SATURDAY, the 28th March,
Cargo and specie will be received on
board until 6 p.m., on MONDAY, the 30th
March, and Parcels will be received (at
the Agency's Office) until Noon, on MONDAY,
the 30th March. Consular Invoices of Exchanges
are required. No Parcel Receipts will be
signed for less than £2.50, and Parcels
should not exceed Two Feet Cubic in
measurement.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELOERS & Co.,
Agents.
Hongkong, March 6, 1896. 853

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the PACIFIC COAST and to the In-
terior and Western Cities of the UNITED
STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table, Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$650.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
Lines.
HONGKONG TO TACOMA, \$225.
Rates of Passage to other Points on ap-
plication.
Special rates allowed to members of Gov-
ernment Service.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
Tacoma..... 2.549 | Tuesday | April 7.
Victoria..... 3.167 | Tuesday | May 6.
Hankow..... 3.694 | Tuesday | June 2.

THE Steamship TACOMA, Captain
B. CRAWFORD, sailing at Noon, on
TUESDAY, the 7th April, will proceed
to VICTORIA (B.C.) and TACOMA
(Wash.), via SHANGHAI, KOBE and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.
Consular Invoice of Goods for United
States Ports should be in Quodruplicate,
and one Copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 10, 1896. 644

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 13th March,
at 10 a.m., the Company's S.S.
MELBOURNE, Commandant BUCHON,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
MARSEILLES via Ports of Call, without
transshipment.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 17th March. (Parcels are not to be
sent on board; they must be left at the
Agency's Office).
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

C. TOURNARE,
Acting Agent.
Hongkong, March 5, 1896. 504

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS OF THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
ALBANY & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.
N.B.—Cargo can be taken on through Bills
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RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
Subject to Alteration.
Preussen..... Tuesday | March 31.
Sachsen..... Tuesday | April 23.
Karlsruhe..... Tuesday | May 26.
Prinz Heinrich..... Tuesday | June 23.
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Karlsruhe..... Tuesday | September 15.
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the 30th March. Consular Invoices of Exchanges
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The Steamer has splendid Accommodation
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MELOERS & Co.,
Agents.
Hongkong, March 6, 1896. 853

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STEAMSHIP AND RAILROAD
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VIA INLAND SEA OF JAPAN.

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terior and Western Cities of the UNITED
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HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table, Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$650.
The Railroad travelling is second to none
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Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
Lines.
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(Subject to Alteration).
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(Wash.), via SHANGHAI, KOBE and
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Through Bills of Lading issued to Japan,
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Consular Invoice of Goods for United
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and one Copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 10, 1896. 644

THE MANCHESTER FIRE ASSUR-
ANCE COMPANY.
(ESTABLISHED A.D. 1824).
CAPITAL..... £2,000,000.
TOTAL FUNDS AND SECURITIES..... £2,480,053.
NET ANNUAL FIRE PREMIUM..... £737,478.
HAVING BEEN APPOINTED AGENTS OF
the above Company, we are prepared to
accept EUROPEAN AND CHINESE RISKS
at Current Rates.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, January 1, 1896. 12

THE MANCHESTER FIRE ASSUR-
ANCE COMPANY.
(ESTABLISHED A.D. 1824).
CAPITAL..... £2,000,000.
TOTAL FUNDS AND SECURITIES..... £2,480,053.
NET ANNUAL FIRE PREMIUM..... £737,478.
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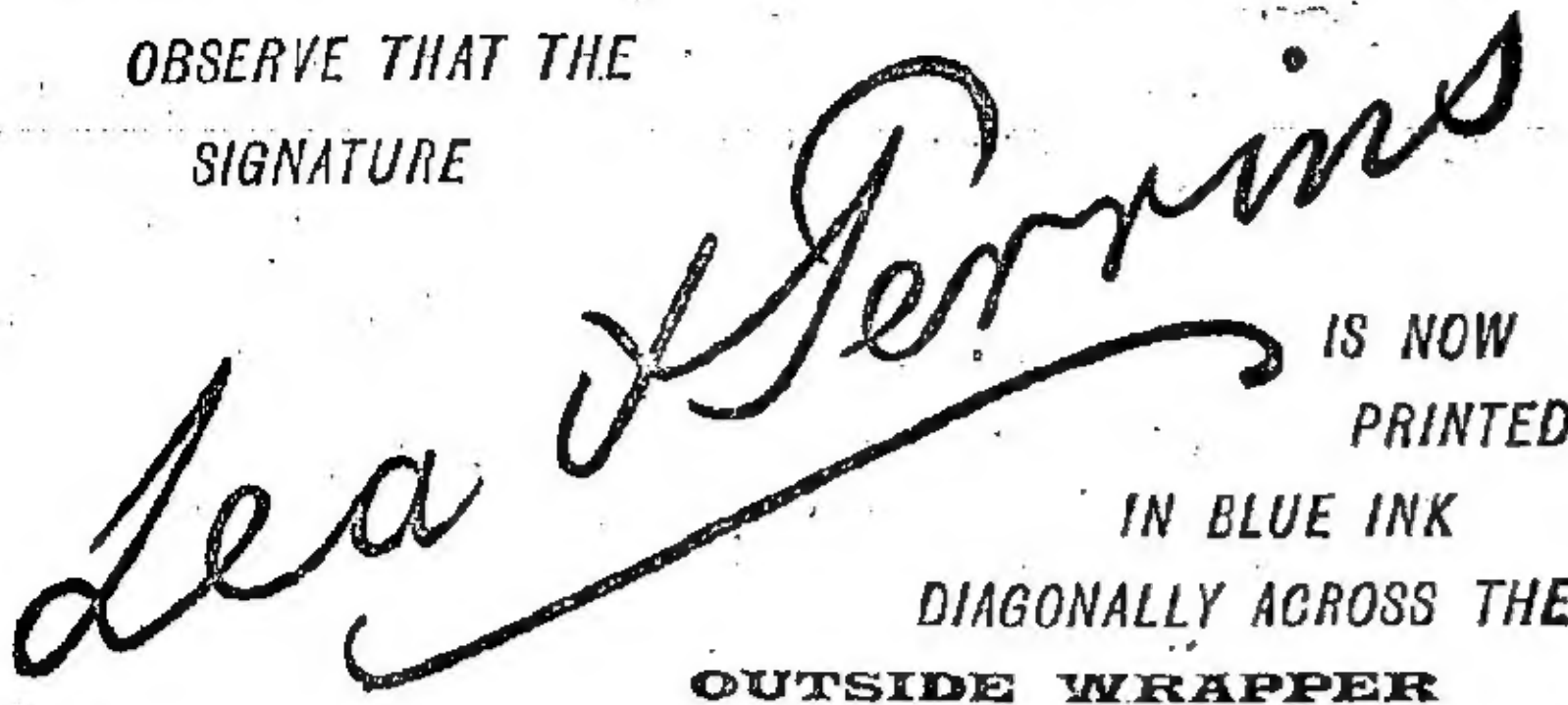
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Intimations.

LEA AND PERRINS'

OBSERVE THAT THE
SIGNATURE

 IS NOW
PRINTED
IN BLUE INK
DIAGONALLY ACROSS THE
OUTSIDE WRAPPER
of every Bottle of the
ORIGINAL WORCESTERSHIRE
SAUCE.

 Sold Wholesale by the Proprietors,
Worcester:
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and Export Oilmen generally.
RETAIL EVERYWHERE.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED D^r. LALOR'S TRADE MARK

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For thirty years has maintained its world-wide reputation as the best and only safe reliable Phosphate Cure for BRAIN WEAKNESS, PARALYSIS, STUPIDITY, DYSPEPSIA, NERVOUS, KIDNEY AND LIVER COMPLAINTS, HEMIPLEGIC DROPSY, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Force.

The effect of this Standard Phosphate Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Mysterious Febrile and Disturbing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

SOLD IN BOTTLES AT 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE, ENGLAND.

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 Pickles, Sauces, Jams, Jellies,
Tart Fruits, Potted Meats,
Preserved Fish, Soups, Game,
Sausages, Hams, Bacon, and
Cheese

May be obtained of all Storekeepers throughout India.

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LEA & PERRINS' WORCESTERSHIRE SAUCE.

DINNEFORD'S

THE BEST REMEDY FOR ACIDITY OF THE
STOMACH, HEADACHE, RHEUMATISM,
AND INDIGESTION.

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SOLD THROUGHOUT THE WORLD.
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MANUFACTURERS OF

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PORTABLE AND TRACTION ENGINES.

BOILERS { LOCO-MULTITUBULAR.
CORNISH AND LANCASHIRE.

THRASHING MACHINES.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and difficulty in Expectorations, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

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Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of chronic and chronic diseases. These capsules, unlike Copal, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent

MATICO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, Sold by all Chemists.

For Sale by A. S. Watson & Co., Chemists.

Driving the Brain

at the expense of the Body. While we drive the brain we must build up the body. Exercise, pure air, food that makes healthy flesh—refreshing sleep—such are methods. When loss of flesh, strength and nerve become apparent your physician will doubtless tell you that the quickest builder of all three is

Scott's Emulsion

of Cod Liver Oil, which not only creates flesh of and in itself, but stimulates the appetite for other foods.

Scott & Bown, Ltd., London, All Chemists.

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ESSENCE OF FLUID EXTRACT OF RED JAMAICA

SARSAPARILLA

Pronounced by the HIGHEST MEDICAL AUTHORITIES the most

WONDERFUL PURIFIER OF HUMAN BLOOD

The Safest and

Reliable Remedy for

TORDIP LIVER,

DEBILITY,

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POORNESS OF

BLOOD, &c.

Has Maintained

for over

SIXTY YEARS

THE

HIGHEST

REPUTATION

PREVENTIVE

OF

ILLNESS.

IMPORTANT CAUTION.

Beware of cheap imitations.

To be prepared of all

Chemists and Dealers

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PLAIN AND ORNAMENTAL, OF EVERY DESCRIPTION.

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ORNAMENTAL CONSTRUCTIVE WORK OF EVERY DESCRIPTION.

VERANDAHS, BALCONIES, BANDSTANDS, ARCADES, KIOSKS, CONSERVATORIES, ROOFS,

RAILWAY STATIONS, HARBORS, FACTORIES, PUBLIC WORKS, MATRICES, ETC., ETC.

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NUMEROUS DESIGNS AND HEIGHTS TO SUIT DIFFERENT REQUIREMENTS.

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HONGKONG MARKET PRICES.

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At 1020 Cash per Dollar Mexican.

Butcher Meat.

Bacon, English, lb. —

Amo. Sugar cured, 360 —

Foodlow, 180 —

Japan, cured, 180 —

Beef sirloin & prime cut, catty 130 120

Corned, catty 130 —

Roast, 140 —

Soup, 100 —

Steak, 140 —

Bullock's Brains, per set 60 60

Tongue fresh, each 300 —

Corned, 350 —

Head, 500 —

Heart, 150 —

Hump, Salt catty 140 —

Feet, each 60 60

Kidneys, 40 —

Tail, 100 —

Liver, catty 70 —

Tripe (undressed) catty 60 60

Calves Head and Feet, set 500 —

Hams, American, lb. 300 —

Chinese, 300 —

English, New, 480 —

Japan, cured, 280 —

Shanghai, 200 —

Mutton Chop, 150 —

Leg, 150 —

Shoulder, 120 —

Pigs Chittlings, catty 70 60

Feet, 110 —

Fry, 150 —

Head, each 500 450

Heart, 50 40

Kidneys, pair 80 70

Liver, lb. 140 —

Pork, Chop, catty 160 —

Corned, 160 150

Leg, 160 150

Fat or Lard, 130 —

Sheeps Head and Feet, set 350 —

Heart, each 50 40

Kidneys, lb. 50 40

Liver, lb. 150 140

Sucking Pigs, each \$1.75 \$1.25

Suet, Beef, lb. 100 —

Mutton, 100 —

Veal, catty 140 —

Poultry.

Chicken, catty 210 —

Capons, 240 —

Ducks, 170 —

Doves, each —

Eggs, Hen, doz. 100 —

Duck, 110 —

Fowls, catty 100 —

Geese, 160 —

Hares, each 600 —

Manx Deer, \$3.50 —

Partridges, 400 —

Pigeons, 220 —

Phasants, brace \$1.40 —

Rice Birds, doz. —

Quail, each 120 —

Snipe, 130 —

Turkeys, Cook, catty 700 —

Hon, 450 —

Teal, each 340 —

Wild Ducks, pair \$1.20 —

Fish.

Barbel, catty 150 —

Bream, 150 —

Bombay Ducks, pieces 150 —

O'lon Fresh Water Fish, catty 110 —

Carp, 110 —

Catfish, 110 —

Coddish, Salt, 100 —

Crabs, 110 —

Cuttie Fish, 100 —

Dab, 110 —

Dace, 90 —

Dog Fish, 110 —

Eels, Congor, 110 —

Eels, Fresh water, 110 —

Eels, Yellow, 60 —

File Fish, 110 —

Frogs, 110 —

Fresh Fish, 100 —

Garoupa, 300 —

Gudgeon, 110 —

Gurnard, 90 —

Horrings, 120 —

Haddock, 120 —

Labrus, 110 —

Loup, 130 —

Lobsters, 130 —

Mackerel, 110 —

Monk Fish, 110 —

Mullet, 110 —

Oysters, 150 —

Parrotfish, 130 —

肉食

來路烟猪肉

花旗烟猪肉

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